(b) if so, what steps are being taken to prevent supply to the consumers of coal adulterated with shale, rock and stone?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Coal India Ltd. as also Government have received complaints from consumers regarding poor quality/admixture of extraneous material in coal.

(b) Steps taken to improve quality of coal include selective mining so as to segregate inter-lain bands of shale/sand stone wherever possible, picking larger pieces of stones, shales and stocking of coal in such manner that over burden does not get mixed with coal while in storage. Some quantity of admixture of extraneous material is however unavoidable particularly in opencast mines. Bulk of the coal to consumers supplied by Coal India is paid for on the basis of joint samples drawn and analysed so that the consumers pay for the actual quality of coal received.

SC/ST air hostesses in Indian Airlines

2128. CHOWDHRY HARI SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the total strength of air hostesses in Indian Airlines belonging to the Scheduled Castes and the Scheduled Tribes; and

(b) whether it is a fact that the required quota of air hostesses belonging to these categories is not yet complete?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) As on 31.7.1990, there were 172 and 84 airhostesses belong to Scheduled Castes and Scheduled Tribes respectively.

(b) As on 31.7.1990, there was a backlog of only one Scheduled Caste candidate in the cadre of airhostesses.

Passenger capacity in Indian Airlines before the induction of A-320 aircraft

2129. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) what was the total passenger capacity of Indian Airlines before A-320 was inducted into the fleet;

(b) what was the additional capacity offered by A-320 flights;

(d) what is the quantum of loss, if any, being suffered by the Indian Airlines due to the grounding of A-320 aircraft apart from the interest and depreciation; and

(d) which sectors were catered to by A-320 and what are the reasons for which the Indian Airlines passengers are facing difficulties due to the grounding of A-320 aircraft when all sectors were covered adequately even before induction of A-320 aircraft?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Airbus A-320 were introduced by Indian Airlines from July, 1989. Upto June, 1989, Indian Airlines was providing an average daily capacity of 30.6 million seat kms.

(b) In February 1990 the average daily passenger capacity planned by Indian Airlines with 15 A-320 aircraft was 9.2 million seat kms.

(c) On certain assumptions, the loss by way of reduction in cash surplus due to non-operation of A-320 fleet is estimated to be of the order of Rs. 60 crores for the period upto 31.7.1990.